

POWDER LADEN, BALTIC STARTS ACROSS OCEAN

Visitors Barred From Pier
and All Baggage Search-
ed as Liner Sails.

New York, July 10.—Loaded to capacity with 15,000 tons of cargo, largely supplies for the British army, and her forward deck piled high with ammunition, which was being lowered into the holds as the ship steamed down the bay, the White Star liner Baltic left for England at 5 o'clock yesterday afternoon. She was five hours behind the scheduled time for departure. Among the 244 passengers were thirteen Americans.

On the Baltic's upper decks, from amidships to the stern, were thousands of sand bags, placed there for protection against the fire from small guns on German submarines. On the pier, or as near it as a heavy guard allowed persons not holding tickets to approach. It was said the sand was for "boltonizing" the decks.

Every trunk and suitcase was opened on the pier and searched before it was taken aboard. Hitherto identification of baggage by the passenger was a guarantee that its contents were harmless. Bombs on several steamers leaving this port with war munitions for the Allies, the confessions of Frank Holt, who was suspected of placing the bomb that caused the recent fire on the Minnehaha, and the indications of the existence of a strong ring of pro-German bomb planters operating among the outgoing steamships, led the White Star authorities to assume extraordinary precautions.

West street, near the foot of West Eighteenth street, long before 12 o'clock, the "hoop" for sailing was thronged with friends of passengers. Passes to the pier issued by the line were not recognized, newspaper men were barred, and no amount of identification could convince the detectives and watchmen at the gate that visitors had any right on the pier. The only persons admitted were those holding tickets for passage.

Early yesterday morning lighters carrying ammunition cases drew up alongside the Baltic. They were expected hours before, and their late arrival delayed the steamer's departure. Each case was about 5 by 5 by 7 feet in dimensions and contained 30,000 rounds of small ammunition. Fifty compatible trucks and automobiles, also were being swung into the Baltic's holds as her passengers watched at the rails. Foodstuffs for the British army were also on board. The manifest of the cargo will be made public today.

Of the passengers, 14 were in the first cabin, 138 in the second cabin and 192 in the steerage. Four of the first cabin were women, and the rest were men. In the second cabin seven women and the rest were men. In the steerage, while only two Americans were in the third class.

CARE OF HORSES IN HOT WEATHER

Advice Given By Connecticut Humane Society.

Suggestions for the treatment of dumb animals during the hot weather season, published in leaflet form by the Connecticut Humane Society, are being distributed generally. One of the papers is devoted to instructions for young and untaught drivers on delivery wagons, as many complaints have been received by the society of the cruelty of horses by such persons. It is pointed out that such cruelty works against the interest of the merchants. The society says, in its leaflet, that it wishes that persons who are untrained in the care of horses to do so would be prohibited from it, or would be taught to do so in the proper manner. The society points out further that bad treatment of horses is a poor advertisement for the merchant's firm "displeases patrons, and sometimes loses trade." In addition to this the driver is encouraged in cruel treatment of horses.

The following advice as to the care of horses is given:

- 1. Give extra and frequent rest on hot days.
- 2. Feed lightly and rest well at noon.
- 3. Rest your horse by removing harness and collar.
- 4. Leave him standing in the shade, unless overcast, when he may be turned out.
- 5. Avoid overloading; with a fair load work moderately.
- 6. In traveling long distances, drive slowly.
- 7. Water at short intervals and not to excess.
- 8. If exhausted by heat, cool the head with ice.
- 9. Give a cool bath, a good bed, and plenty of air at night.
- 10. Keep bearing places of collar and harness clean.
- 11. Remove friction from balls by cupping the collar and padding the girth.
- 12. Wash harness sores with cool water and castile soap.
- 13. Avoid high checks; and check readily, if at all.
- 14. Protect your horse from torment in fly-time.
- 15. Proper shoeing protects the feet from hot pavements.
- 16. Apply wet clay or water compress to fore feet at night.
- 17. Try the virtue of a bran mash or green grass weekly.
- 18. Let the poorer horse of a team do the pace.
- 19. Good care at night will make up for a hard day.
- 20. These humane suggestions are made in the interest of the horse, but do not forget that he is your property and the value of many horses is depreciated by their treatment in hot weather.

Suggestions for Drivers.
Drivers get this advice:
Your value to your employer is increased by a wise handling of your team.

Make a friend of your horse and treat him as you would a friend.
A driver should never blame his horse for what is clearly his own fault.

Control your temper and never whip your horse when in anger.
Avoid the habit of twitching or snapping the reins and the constant use of the whip.

Do not urge your horse up or down hills; you may injure him.
Report at once to the stableman any harness sore or lameness.

Follow carefully the instructions of your stableman as to watering your horse.

Do not forget that your horse has

HATS AT THING'S

Shoe Store

Surely a novelty for a shoe store but it's just another one of those Friday and Saturday specials at Thing & Co.'s. These Hats are genuine 50c Hats and we guarantee this to be regular retail price of same, for 2 days at

25c

**WHITE COR-
DUROY TAM.**
For young ladies, very
popular made with
elastic band to fit head.

**WHITE OUTING
SPORT HATS**
Very light satin finish fabric,
popular outing and general
outdoor wear.

TODAY AND SATURDAY

Ladies' fine white canvas Colonial or plain pumps and oxfords at **\$1.00**

Women's white Buckskin lace shoes, low heel, English toe, \$4 goods at **\$1.98**

Women's white Tennis Oxfords, white soles. All sizes at **59c**

Children's white Canvas, 2 and 1 strap pumps, all sizes to 2, at **49c**

Children's black and brown Sneaks, the Tennis oxfords, 50c value. All sizes **39c**

SHOES AND STOCKINGS BARGAINS

Men's and women's fine Cotton Stockings, black, tan and white, some gauze lisle, all at **5 pr 25c**

Men's fine pure silk thread Socks, doubles soles and heels. Many colors at **2 pr 25c**

Men's, women's and children's 15c Stockings, all colors, now going at **3 pr for 25c**

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Elm and
Golden Hill
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Men's white Tennis high shoes, white soles, good quality, \$1.00; cheaper ones **69c**

Men's black and brown 75c Tennis oxfords, red soles, extra good. All sizes at **50c**

Men's white Canvas dress oxfords, rubber or leather soles, good styles, white kid lined **\$2.00**

Boys' white Tennis oxfords, white, soles, good grades. Sizes to 5 1/2 at **59c**

Boys' \$2 to \$3 black and tan leather oxfords, button, or lace, some patent leather at **98c**

Automobile News

The "Twin Six" Cars.
In several of the larger cities busses are reported to have been offered for early deliveries of Packard Twin Six cars.

The office of Henry B. Joy, president of the company, is being flooded with letters from personal friends who seek preferred dates of shipment. The situation is reminiscent of the earlier days of the industry, a memento of which is a framed letter hanging in Mr. Joy's office, written by John D. Rockefeller to a United States senator asking if the latter's influence could not secure an early Packard delivery.

Last week an owner wrote from New Orleans explaining that his wife was taking one of his cars away and that his son was planning a trip with the other. The writer has an order placed for two new cars and asks that his "street car sentence" be commuted.

Parliament will be asked next week to vote a new British war loan of \$1,250,000,000.

Senator Ferdinand Dreyfus, noted writer and member of the French upper house, died in Paris.

One of the most ingenious attempts to swing a shipment is that of a New Yorker who holds a claim in a small mining community in Chaco, Texas. He has applied for a dealership and hopes, thereby, to obtain one of the demerits.

Russell Huff, consulting engineer of the Packard Motor Car Company, is nominated for the presidency of the Society of Automobile Engineers, which includes the most able creative men of the motor industry. The nomination is equivalent to an election. Mr. Huff is one of the foremost engineering authorities, having been identified with Packard development since the enterprise was started in Warren, Ohio, sixteen years ago.

Inspection of Cars.
It is the driver who runs his car just as long as it will hold together before making adjustments that is usually the one most dissatisfied with it. The automobile is not different from any other piece of machinery except that it must work under a greater disad-vantage. Adjustments must be made from time to time if the machine is to last any appreciable period. A loose bearing may be tightened as soon as observed and no harm done, but if the car is continually driven with that bearing pounding itself out a new bearing is the only remedy.

Noise is a positive indication of wear and tear. Noise is the outward sign that parts are being worn away and that expenses are piling up. It is a matter of economy to make all adjustments promptly. At the same time, tinkering with any of the adjustments should not be tolerated. Noises are difficult to locate at times, but no attempt to change a single adjustment should be made until the trouble is positively located. Tinkering wears out as many cars as does the normal driving.

The proper lubrication of the entire motor car is perhaps the best insurance of freedom from trouble. Lubrication charts are furnished with the car, but it is far better to learn the amount and frequency of lubrication required by actual observation than it is to rely entirely upon such a chart. Weather and road conditions and the method of driving the car have as great an influence as the actual mileage traveled. Heavy roads mean more power with greater bearing pressures, and consequently more oil.

It is a good policy to go over the entire car at least once or twice during the year and clean out all oil cups and supply reservoirs. After an oil has been used for a considerable length of time in the motor, it be- comes black and thin and sediment collects in the base. The greater percentage of the lubricating qualities

have been lost. Drain the crank case oil reservoir, and flush it out with kerosene. See that the oil has screens are not clogged up with the heavy residue that often collects. Fill the reservoir with a fresh supply of oil. It is wonderful how an entirely new supply of oil refreshes a motor. It is economy in the end measured in dollars and cents. The transmission and differential gears must transmit all of the power from the motor. The grease for these parts must be heavy enough to cushion the teeth, but light enough to prevent the loss of power that would be required for stirring up a heavy viscous grease.

Lubrication of the universal joints is as essential as is that of the motor. The universal joint is for the purpose of transmitting power around the corner of the drive shaft as the shaft bends with each vibration. The universal joint parts must be fitted closely if they transmit the power smoothly. Unless a film of oil is maintained between these closely fitting parts, undue friction and hence wearing of the parts must arise with loss of power at the rear wheels, or lost motion between the front wheels and the chassis. Flush out the universal joint housings and use a new supply of clean grease.

Flake graphite can be used to very good advantage in all greases even in the motor, providing that the splash system of lubrication is employed. Flake graphite is in itself a good lubricant. When used mixed with oil, it forms a perfect coating on the bearing surfaces so that all wear comes between the metallic surfaces. A teaspoonful of graphite to each quart of oil is ample.

The fabric is creased and the rubber is stretched permanently so that a weak spot is developed. Keep the tire rims free from rust by sand-pap-ing and painting with graphite. The moment the car starts to slide the brakes of the average car receive very little attention, yet the entire safety of the occupants of the car depends upon their action. Keep them adjusted so that one wheel does not lock before the other one comes to rest.

Useful Antiskid Advice.
Advice to prevent accident from skidding was given recently by an expert.

"First of all, drive slowly over a wet stretch," he said. "Like the Irishman's fall, it isn't the speed that hurts, it's the sudden stop that does the damage. By all means avoid putting on the brakes as that simply locks the rear wheels and makes it easier for them to slide by preventing their natural tendency to roll ahead. The moment the car starts to slide off at the rear, turn the front wheels sharply in the same direction as the rear ones are skidding. Both pair then present an acute angle to the line of slide movement and the rear wheels will resume rolling and follow the front wheels instead of skidding. Turning the front wheels in the other direction will aggravate the tendency to skid to a dangerous degree."

"The biggest factor in the prevention of skidding and in making possible ordinarily inaccessible roads is the nonskid chain which is found in most luggage boxes from the smallest runabout to the heaviest limousine."

First Driving Courts.
A majority of new drivers and a surprisingly large percentage of seasoned motorists will do more to harm a new automobile engine in the first 200 miles of driving than in the following 2,000.

No matter how carefully an engine may be built, it requires a certain amount of running to get the parts thoroughly worked in, and the treatment given the motor during its first 200 miles of driving governs to a large extent its future service.

About the first thing tested in the speed of the car and on a nice level piece of road the throttle is opened up wide. A stiff hill or a bit of heavy road is the next thing in order, or perhaps it is a long trip with a full load of passengers, during which the new motor is subjected to as many tests as the driver can think of.

The strains to which the working parts are put while they are still "green" too frequently result in overheating, with the attendant train of troubles that materially shorten the service given by the motor and make the maintenance and operating cost much greater than it needs be.

If motorists would learn to restrict themselves to a speed of fifteen or eighteen miles an hour for the first 200 or 300 miles and see to it that plenty of the right kind of lubricant is used, they would find that the precaution would return dividends later on in better and cheaper service.

It is often said that a good driver is one who can handle his car best in emergencies, that ordinary driving with a clear road does not necessarily show driving ability, nor is there an opportunity for showing it under such conditions.

However, the driving ability of a man will be well brought out to a great extent on a rainy day. Recently, the driver of a heavy car, one weighing close to 5,200 pounds, was driving the vehicle down a slippery street. No chains were fitted and after the car had attained a speed of about thirty miles per hour, it became necessary to stop within 200 feet. The clutch was thrown out, the brakes applied and the heavy car skidded in a zig-zag fashion with the driver helpless. The curb was struck and a wheel thrown out of alignment. The car no longer was fitted and after the car had stopped and partially kept straight it the clutch had been left in engagement and the brakes used intermittently. The sudden application of the brakes and the locking of the rear wheels starts a car skidding and the driver loses complete control. If the brakes are improperly adjusted the chances of skidding are greater.

In many instances it is possible to get the front wheels headed for some particular spot and if it is possible to do so, they should be directed so as to mount the curb. Such action usually brings the car to a stop, but if the driver is not a good one, the side of one of the front wheels will strike the curb and in the majority of cases the impact will crush the wheel.

Taxable Value of Autos.
The Columbus Automobile club of Columbus, O., has opened a bureau for the purpose of valuing motor cars for taxation purposes. The bureau has arrived at the taxable value of all makes of cars, based on the year's model, and the taxation authorities have agreed to accept the figures. As a result, it is hoped that the friction between the assessors and the owners, which was prevalent in former years, will entirely disappear.

INTERNATIONAL EGG LAYING CONTEST

The egg yield for the 36th week of the laying contest at Storrs was above expectation. The hens laid 3963 or 76 more than for the preceding week and relatively 211 eggs more than for the corresponding week last year. Tom Barron's pen of White Leghorns from Catforth, England, were an easy first with 60 eggs to their credit. Windweep Farm, Redding Ridge, and James H. Lord, Methuen, Mass., both White Leghorns, tied for second place with 57 eggs each. P. G. Platt's pen of Leghorns from Wallingford, Pa., won third place with a yield of 56 eggs.

Twenty-seven pens including Rocks, Reds, Wyandottes, White Leghorns and Black Leghorns laid 49 eggs each or better, an average of 70 per cent. for the week. The ten best pens in the contest laid 555 eggs, whereas the ten poorest pens laid only 214. Sixty-four individuals including Rocks, Reds, Wyandottes, Brahmas, Leg-

horns, Light Sussex and Orpingtons made perfect scores by laying seven eggs each, while on the other hand 204 individuals did not lay any eggs at all. Thus all sorts of hens are included in the population of an egg laying contest.

No males are included in the contest pens and in consequence infertile eggs are produced throughout the year. This is, of course, obviously out of question for the poultryman during the breeding season but hatching has now been completed for the most part and many poultrymen have already segregated the male birds. It is a well known fact that summer eggs which are infertile have higher keeping qualities because there cannot possibly be any physiological development. Usually the male birds are troublesome about fighting and are likely to do themselves injury. Shackles of coarse twine or small rope will in general overcome this difficulty. The several males should have their feet tied close enough to permit only an ordinary step and prevent the extraordinary movements that accompany fighting. After a week's association together under these conditions the males have become familiar with each other and the shackles may be removed.

The ten leading pens to date are as follows:

St. Cam, Houghton, near Preston, England, White Wyandottes, 1427	
Hillview Poultry Farm, St. Albans, Vt., Rhode Island, 1334	
Tom Barron, Catforth, near Preston, England, White Wyandottes, 1407	
Tom Barron, Catforth, England, 1334	
F. M. Penelope, Cheshire, Conn., White Leghorns, 1373	
A. P. Robinson, Calverton, N. Y., White Leghorns, 1370	
Windweep Farm, Redding Ridge, Conn., White Leghorns, 1361	
James V. Thomas, Ballston Lake N. Y., White Leghorns, 1287	
Brantford Farm, Groton, Conn., White Leghorns, 1267	
J. Collinson, Barnack, Gargrave, England, Black Leghorns, 1255	
The leading Connecticut pens to date include:	
George Bowles, Westport, White Leghorns, 1130	
Homestead Farm, Winsted, 1134	
Rhode Island Reds, 1134	
Merritt M. Clark, Brookfield Center, Barred Rocks, 1176	

THE SUB-NORMAL MAN.

In a number of The Outlook magazine for July, W. S. Rainford has a most interesting account of "Bums." He writes from many years experience with shiftless ne'er-do-wells in the New York slums.

Dr. Rainford's theory is that "bums" are mostly "sub-normal" people, who in school were backward children. They found this class work too hard for them. They fell behind, became discouraged, and got into the habit of slipping through with their tasks unfinished. The boy who can't keep up in school may become later the man who can't keep his job. Yet he may have done the best he could.

Some of these boys who can't do book work have common sense and native shrewdness, and do very well when they get to work. But others fail to hold their jobs and in a few years lose their nerve and grip on life. They take seasonal jobs like harvesting crops, shoveling snow, etc., tasks in which almost any kind of labor is acceptable.

Dr. Rainford believes that much more care ought to be taken with backward children in the schools. He finds that the sub-normal child costs the state far more than the cost of properly educating him would be. The majority of petty criminals come from this class, and the pauper accounts are largely for help to such people.

The sub-normal child often needs nothing except a little more explanation than the ordinary child gets. The teacher of a full class room can't stop to make everything clear to the one backward boy. She never ever get her classes into high school if she did. Consequently, these pathetic little stupid drift along, never getting any real grip on life and work. If a group of them could be placed in one class at school, where they would keep digging at a subject until they knew it thoroughly, they might come out very well, and make good, faithful, efficient workers with their hands.

At the meeting of the Sixth District Republican club last night Deputy Sheriff Thomas J. Cunningham was presented with a fountain pen. The presentation was made by Fred Daniels. Sixty members signed a petition for commission form of government. The petition will be presented to Mayor Wilson.

Protect Yourself!

Against Ask For

Substitutes **HORLICK'S**

Get the Well-Known Round Package **THE ORIGINAL**

MALTED MILK

Made in the largest, best equipped and sanitary Malted Milk plant in the world

We do not make "milk products"—Skim Milk, Condensed Milk, etc.

But only **HORLICK'S**

THE ORIGINAL MALTED MILK

Made from clean, full-cream milk and the extract of select malted grain, reduced to powder form, soluble in water. Best Food-Drink for All Ages.

Used for over a Quarter Century Unless you say "HORLICK'S" you may get a substitute.

Take a Package Home

